

DIRECTIONS
FOR NAVIGATING
PART OF THE
COAST OF NEWFOUNDLAND,
FROM
POINT LANCE
TO
CAPE SPEAR.



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SURVEYED
BY ORDER OF COMMODORE SHULDAM,
Governor of Newfoundland, Labrador, &c.
BY MICHAEL LANE, IN 1773.

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APPROVED BY THE CHART COMMITTEE OF
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DIRECTORY

OF THE

COAST OF NEW ENGLAND

AND

ADJACENT WATERS

1851

DIRECTIONS

FOR NAVIGATING

PART OF THE COAST OF NEWFOUNDLAND.

*All the Bearings and Courses hereafter mentioned are the true Bearings and Courses,
and not by Compass.*

POINT LANCE lieth in the latitude of $46^{\circ} 50'$ N. is a low point near the sea, but the land within it is high, and is the west point of the entrance into the bay of *St. Mary's*.

From *Point. Lance* to the eastern head of *St. Shot's*, (being the east point of the entrance into *St. Mary's Bay*,) the course is S. E. by E. $\frac{1}{4}$ E. distant 22 miles. This bay runneth to the N. E. $9\frac{1}{2}$ leagues, with several very good harbours in it, the land on each side being moderately high, and mostly barren.

From the eastern head of *St. Shot's*, to the western head, the course is N. 39° W. distance 2 large miles: this bay is entirely open to the sea, and about 1 mile deep.

From the western head of *St. Shot's* to *Gull Island*, the course is N. 18° W. distant 4 miles. This island is small, of the same height with the main land, and so near it, that it cannot be distinguished, unless you are close in shore.

From *Gull Island* to *Cape English*, the course is N. 6° W. distance 2 leagues. This cape is high table land, terminating in a low rocky point, forming a bay about 1 mile deep to the southward of it: at the bottom of this bay is a low stony beach, within which is a pond, called *Holy Rood Pond*, running to the N. E. for about 7 leagues, and is from $\frac{1}{2}$ a mile to 2 or 3 broad: this pond makes *Cape English* appear from the southward like an island.

From *Cape English* to *False Cape*, the course is N. 18° E. $1\frac{1}{4}$ mile.

From *False Cape* to *Pointe La Haye*, the course is N. 17° E. dis-

tance 5 miles. This point is low, and has a ridge of rocks lying off from it to the S. W. for about $\frac{1}{4}$ of a mile, on which the sea breaks in bad weather. This is the only danger in *St. Mary's Bay*, that will take a ship up.

From *Pointe La Haye* to the south point of the entrance into *St. Mary's Harbour*, (called *Double Road Point*,) the course is N. E. distance $1\frac{1}{2}$ mile: the land between these points is low and barren.

The entrance into *St. Mary's Harbour* is formed by *Double Road Point* and *North East Point*: they lie N. E. and S. W. of each other, about 1 mile distant. In sailing into the harbour of *St. Mary's*, you must give *Ellis's Point* (which is a low point on the south side, about $\frac{1}{2}$ a mile within *Double Road Point*) a small birth, there being a sunken rock lying off it. Vessels generally anchor on the south shore, just within this point, in 4 or 5 fathoms water, on a flat, which runs off from the beach, on which the fishing-stages and houses stand. The best anchorage in this harbour is about 2 miles up, in 9 fathoms water, good ground: here you will lie handy for wooding and watering. In turning in or out of this harbour, you must stand close to the north shore; but on the south shore, near a mile within *Ellis's Point*, lies a ledge of rocks, near a cable's length from the shore; and about $1\frac{1}{2}$ mile farther up, on the same side, from off a stony beach, lies a shoal, about one cable's length off, which continues at that distance from the shore about 1 mile farther up the bay, where it terminates.

Mall Bay lies to the westward of *North East Point*, and is about 1 mile broad, and better than 2 miles deep. There is no good anchorage in this bay, being open to the sea, and generally a heavy swell setting into it. Vessels may occasionally anchor near the head, in 5 or 6 fathoms water, good ground.

From *Cape English* to the south west point of *Great Colinet Island*, the course is N. 13° W. distance 3 leagues. This island is of a moderate height, about 1 league long, and 1 mile broad. On either side of this island is a safe passage up the bay, taking care to give *Shoal Bay Point* a birth of $\frac{1}{4}$ of a mile, there being several sunken rocks lying off this point.

Shoal Bay Point lies $\frac{1}{4}$ of a mile distant off the east side of *Great Colinet Island*. On the north side of *Great Colinet Island* is a stony beach, from off which lies a bank for about $\frac{3}{4}$ of a mile, on which is from 7 to 17 fathoms water, rocky bottom.

Little Colinet Island lies $1\frac{1}{2}$ mile from *Great Colinet Island*; is above 1 mile long, and $\frac{1}{2}$ a mile broad.

The entrance into *Great Salmon River* lies N. 50° E. distance 2 leagues from the north part of *Little Colinet Island*, is about $\frac{1}{4}$ of a mile broad, and runs to the N. E. 7 or 8 miles; in it is very good anchorage: the best is about 3 miles from the entrance on the north side, in a sandy cove, in 5 or 6 fathoms water.

North Harbour lies N. by W. $2\frac{1}{2}$ miles from the north part of *Little Colinet Island*, is about 1 mile broad at the entrance, and runs to the northward about 3 miles: in it is very good anchorage, in about 6 or 7 fathoms water, at about 2 miles from the entrance, where it is not above $\frac{1}{2}$ a mile wide; or you may run up the narrows, which are formed by two low sandy points, about $\frac{1}{2}$ a cable's length asunder, taking care to keep the starboard point close on board, and anchor close within the point on the starboard shore.

Colinet Bay lies N. N. E. $\frac{1}{4}$ E. 5 miles and $4\frac{1}{2}$ from the north part of *Little Colinet Island*: in it is very good anchorage, from 5 to 12 fathoms water.

From the eastern head of *St. Shot's*, the land to the eastward trends away E. by S. $\frac{1}{4}$ S. for about 1 mile, then E. $\frac{1}{4}$ S. 1 mile to *Cape Freels*.

From *Cape Freels* to *Cape Pine*, the course is E. N. E. 1 mile and a $\frac{1}{2}$. The land about *Cape Pine*, to the eastward and westward, is moderately high and barren.

From *Cape Pine* to *Mistaken Point*, the course is N. 89° E. distant $4\frac{1}{2}$ leagues. Between these points lies *Trepassey Bay*, in which is *Trepassey Harbour*.

The entrance of this harbour lies $4\frac{1}{2}$ miles to the N. E. of *Cape Pine*, is about $\frac{3}{4}$ of a mile wide, and runs nearly the same breadth for about $2\frac{1}{2}$ miles, and is here little more than $\frac{1}{4}$ of a mile wide, but afterwards increases to $\frac{3}{4}$ of a mile wide: here vessels generally ride. The dangers in sailing into this harbour, is a small rock that lies on the east shore, about 1 mile within the entrance, and about 1-3rd of a cable's length from the shore; and on the west shore, within the harbour, off a stony beach, lies a shoal, which runs along shore, up the harbour, to a low green point. *Baker's Point*, on with a low rocky point in the entrance of the harbour, will carry you clear off this shoal. When you are nearly up with the low green point, you may borrow more to the westward, and anchor either in the N. W. or N. E. arm; there you will be very handy for wooding and watering.

MUTTON BAY.—From the *Powles* (the east point of the entrance

into *Trepassey Harbour*) to *Cape Mutton*, the course is E. $\frac{1}{4}$ N. distance $2\frac{1}{2}$ miles. Between these points lies *Mutton Bay*, and is about 2 miles deep; in it is from 12 to 3 fathoms water, rocky bottom. The north-west part of the head of this bay is separated from the harbour of *Trepassey* by a low narrow stony beach, over which may be seen the vessels in the harbour.

Biscay Bay lies about $1\frac{1}{2}$ mile to the eastward of *Mutton Bay*, the entrance of which is about 1 mile wide, and about 2 miles deep; in it is from 9 to 3 fathoms water, sandy bottom, but is quite open to the sea.

From *Mistaken Point* to *French Mistaken Point*, the course is N. 82° W. distance 2 miles.

From *French Mistaken Point* to the *Powles*, the course is W. N. W. distance 8 miles.

CAPE RACE.—The land from *Mistaken Point* to the eastward, trends away E. N. E. 1 league, then N. E. $1\frac{1}{2}$ mile to *Cape Race*, which is table land, of a moderate height, having a high black rock lying close off the cape, with several small low rocks to the northward of it. This cape lies in the latitude of $46^{\circ} 41' N$.

From *Cape Race* to *Cape Ballard*, the course is N. E. by N. distance $2\frac{3}{4}$ leagues: nearly 1 mile to the southward of *Cape Ballard*, lies a high black head, called *Chain Cove Head*; between these points is a cove; and to the westward of *Chain Cove head*, lies *Chain Cove*, before which lies a black rock above water.

NEW BANK.—Due east from *Cape Race*, and S. by E. $\frac{1}{4}$ E. from *Cape Ballard*, lies a fishing bank, called *New Bank*, about 5 miles long, and nearly 2 miles broad; on it is from 17 to 25 fathoms water.

From *Cape Ballard* to *Renowes Rocks*, the course is N. 20° E. distance $\frac{3}{4}$ league. These rocks are small, of a moderate height, and lie 1 mile from the main land, and are bold to.

From *Renowes Rocks* to the *Harbour of Renowes*, the course is N. by W. $\frac{1}{2}$ W. distance $2\frac{1}{2}$ miles. This is but a small harbour, and has not above 15 or 16 feet at low water: it is but an indifferent harbour, having several rocks in the entrance, and the south east winds heave in a very great sea: to sail into it you must keep the north shore on board.

FERMOUSE HARBOUR lies about $2\frac{3}{4}$ miles from *Renowes*: between these harbours lies *Bear's Cove*, off of which lies a sunken rock, about a cable's length from the shore. *Fermouse Harbour* is an exceeding good harbour, there being no danger in sailing into it. The entrance is not

more than a cable's length wide: just within the entrance, on the north shore, is a small cove, in which a fishery is carried on; but no safe place for anchoring. About $\frac{1}{4}$ of a mile farther in, on the same side, lies another cove, called *Admiral's Cove*. In this cove the merchants ships generally ride in 7 or 8 fathoms water, land locked. About 1 mile farther up the harbour is a cove, called *Vice Admiral's Cove*. On the south side is the best anchorage for large ships, in 12 or 15 fathoms water, muddy ground: here you will be handy for wooding and watering. Farther up, on the same side, lies a cove, called *Sheep's Head Cove*. Directly off this cove, near the middle of the passage, up the harbour, lies a shoal, on which is only 9 feet water: this is the only danger in this harbour.

Bald Head lies N. 30° E. nearly 1 mile from *Fermouse Harbour*.

From *Bald Head* to *Black Head*, the course is N. by W. 1 mile.

AQUA FORT HARBOUR.—From *Black Head* to the entrance into the harbour of *Aqua Fort*, the course is N. W. by N. 1 mile nearly: in the entrance is a high rock above water. The passage into the harbour is to the northward of this rock, in which you have 15 fathoms water. This harbour lies in west about 3 miles; at about $2\frac{1}{2}$ miles from the entrance it is very narrow, where you have 4 fathoms water; but just within the narrows, on the north shore, is a small cove, in which you will have 7 fathoms water: this is a good place for vessels to heave down, the shore being steep. To sail up through the narrows, take care to give the stony beach on the north shore, without the narrows, a birth, it being a shoal along that beach, except at the point of the narrows, which is bold to.

FERRYLAND HARBOUR.—*Ferryland Head* lies E. N. E. $\frac{1}{2}$ E. distant 2 miles from *Aqua Fort*, and N. N. E. $\frac{1}{2}$ E. distant $3\frac{1}{4}$ miles from *Fermouse*. *Ferryland Head* is moderately high, having two high rocks above water, lying close off the head, called the *Hare's Ears*. This head is not easily distinguished, by reason of the main land within it being much higher. The entrance into *Ferryland Harbour* lies to the northward of *Ferryland Head*, between it and *Isle Bois*, and is little more than $\frac{1}{2}$ a cable's length wide; but after you are within *Isle Bois*, it is better than $\frac{1}{4}$ of a mile wide, and tolerable good anchorage, in 8 or 10 fathoms water; but the north east winds heave in a very great sea over the low rocks, that run from *Isle Bois* to the main.

From *Isle Bois* to *Goose Island*, the course is N. $\frac{1}{4}$ E. distant $\frac{1}{2}$ a

mile; and from *Goose Island* to *Stone Island*, the course is N. 5° W. distance $\frac{1}{2}$ a mile.

CAPLIN BAY runs in N. W. by W. distant $2\frac{1}{2}$ miles from *Goose Island*, is a tolerable good bay, with a safe passage into it on either side of *Goose Island*. To the northward of *Goose Island*, between it and *Stone Islands*, there is not the least danger, the island being bold to. If you pass to the southward of *Goose Island*, between it and *Isle Bois*, be sure to keep the point of *Ferryland Head* open to the eastward of *Isle Bois*, in order to avoid a sunken rock, on which is only 2 fathoms water, and lies nearly midway between *Goose Island* and *Cold East Point*: after you are within this rock, there is not the least danger in sailing up the bay. The best anchorage is abreast of a cove on the larboard hand, about $\frac{1}{2}$ a mile within *Scogin's Head*, in 16 or 17 fathoms water.

CAPE BROYLE.—From the *Hare's Ears*, off *Ferryland Head*, to *Cape Broyle*, the course is N. $\frac{1}{4}$ W. distant $2\frac{1}{4}$ miles. This cape is high table land, and makes in a saddle, either from the northward or southward. From the north part of the cape, E. S. E. $\frac{1}{4}$ of a mile, lies a small rock, called *Old Harry*, on which is only 3 fathoms water; but between it and the main is upwards of 20 fathoms water. About $\frac{1}{4}$ of a mile to the N. E. of the north part of *Cape Broyle* lies a ledge of rocks, called *Horse Rocks*, on which you have from 7 to 14 fathoms water: in bad weather the sea breaks very high on these rocks. The mark for these rocks is a white house on *Ferryland Downs* open with *Stone Islands*, and the head of *Cape Broyle Harbour* open will carry you on them.

CAPE BROYLE HARBOUR.—From the north part of *Cape Broyle* to the south part of *Brigus Head*, the course is N. W. by N. distance $1\frac{1}{2}$ mile. These points form the entrance into *Cape Broyle Harbour*, which runs $3\frac{1}{4}$ miles up. About $1\frac{1}{4}$ mile within the entrance on the north shore, is a cove, called *Admiral's Cove*, in which you may anchor in about 12 fathoms water, good ground; but here you will lay open to the south east. The best anchorage is above the Narrows, in about 7 fathoms water: the only danger in sailing up the harbour, is a ledge, called *Saturday's Ledge*, and lies about a cable and a half's length without the Narrows on the north shore: if you are coming in from the northward, keep the Saddle on *Brigus Head* open with the point of *Admiral's Cove*, it will carry you clear off this ledge. After you are above the Narrows, you may anchor in about 7 fathoms water, good ground: here you will be very handy for wooding and watering.

Brigus by South is a small harbour, only fit for boats, and lies close to the northward of *Brigus Head*.

Cape Neddick lies north $4\frac{1}{2}$ miles from *Cape Broyle*, and N. 2° W. distance 7 miles and 1-3rd from the *Hare's Ears* off *Ferryland*. This cape is table land, of a moderate height, and steep towards the sea.

From *Cape Neddick* to *Baline Head*, the course is N. N. E. distance $1\frac{1}{2}$ mile. *Baline Cove* is about $\frac{1}{4}$ of a mile to the northward of *Baline Head*: this is but a small cove, fit only for boats.

From *Cape Neddick* to the outer point of *Great Island*, the course is N. 40° E. distance $2\frac{1}{2}$ miles. This island is about $\frac{1}{2}$ a mile in length, and of a moderate height.

From *Baline Head* to *Isle Spear*, the course is N. $\frac{1}{2}$ E. distance 1 mile. Nearly within this islapd a fishery is carried on, but no safe anchorage, the bottom being rocky.

Toad's Cove is a small cove about 1 mile to the northward of *Isle Spear*, and is only fit for boats.

About 1 mile and a $\frac{1}{2}$ from *Isle Spear*, lies the south point of *Momable's Bay*, called *Tinker's Point*: from this point to the north point of the said bay, being the south point of *Witless Bay*, the course is N. E. by E. distance $1\frac{1}{2}$ mile. *Momable's Bay* is an open bay, about 1 mile deep.

Green Island is a small round island, about $\frac{1}{4}$ of a mile from the south point of *Witless Bay*. From this point lies a ledge of rocks, about one-third of the distance over to *Green Island*.

The south point of *Gull Island* lies about $\frac{1}{4}$ of a mile to the northward of *Green Island*, and is about 1 mile long, and $\frac{1}{4}$ of a mile broad, and is pretty high land.

Witless Bay runs in about 2 miles from *Gull Island*: in it is a moderate depth of water, good ground, but open to the sea. About half way up, on the north shore, lies a ledge of rocks: part of these rocks show above water at about half tide.

BAY OF BULLS.—One mile and $\frac{1}{4}$ to the northward of *Gull Island*, lies the south point of the entrance into the *Bay of Bulls*: from this point to the north point of the said bay, called *Bull Head*, the course is N. E. $\frac{1}{2}$ E. distance 1 mile. The best anchorage in this bay for large vessels, is about $\frac{1}{2}$ a mile from the head, in about 14 fathoms water; but small vessels may anchor higher up, and moor to the north shore, and will then lie land locked. The only dangers in this harbour are a small

rock off *Bread and Cheese Point*, but is not above 20 yards off, and a rock, on which is 9 feet water, lying off *Magotty Cove*, about $\frac{1}{2}$ a cable's length off shore.

From *Bull's Head* to the south point of *Petty Harbour*, the course is N. N. E. distance $8\frac{1}{4}$ miles; from this point runs a ledge of rocks for about $\frac{1}{4}$ of a mile.

PETTY HARBOUR.—From the south point of *Petty Harbour* to the north point, the course is N. by E. $\frac{1}{2}$ E. distance $2\frac{1}{2}$ miles. Between those points lies *Petty Harbour Bay*, which runs in about 2 miles; at the bottom is a small cove, where a fishery is carried on.

CAPE SPEAR.—From the north point of *Petty Harbour* to *Cape Spear*, the course is N. N. E. distance $2\frac{1}{4}$ miles. This point is rather low and ragged, and may be known by the land to the northward trending away to the W. N. W.

